

# Smart Transportation



## BIENNIAL REPORT

July 1, 2007 – June 30, 2009



The Virginia Department of Rail and Public Transportation's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth.

# Mission Statement



**Timothy M. Kaine**, Governor

## Commonwealth Transportation Board

The Commonwealth Transportation Board (CTB) establishes the administrative policies for Virginia's transportation system and allocates funding for all DRPT programs.

- Pierce R. Homer, Secretary of Transportation and Chairman
- David S. Ekern, P.E., Commissioner, Virginia Department of Transportation and Vice Chairman
- Charles M. Badger, Agency Director, DRPT
- Jim D. Bowie, Bristol District
- Mary Lee Carter, Fredericksburg District
- John J. "Butch" Davies, III, Culpeper District
- Dr. James A. Davis, Staunton District
- E. Dana Dickens III, At-Large Urban
- James L. Keen, At-Large Rural
- J. Douglas Koelemay, Northern Virginia District
- Aubrey Layne, Jr., Hampton Roads District
- Dana M. Martin, Salem District
- Gerald P. McCarthy, Richmond District
- Sharon E. Pandak, At-Large Urban
- Peter B. Schwartz, At-Large Rural
- Cord A. Sterling, At-Large Urban
- Kenneth Spencer White, Lynchburg District

## Rail Advisory Board

The Rail Advisory Board provides recommendations to the Director of DRPT regarding allocation of funds from the Rail Enhancement Fund for passenger and freight rail initiatives.

- Trenton Crewe, Chairman
- Charles M. Badger, Agency Director, DRPT
- Richard Beadles
- Sharon Bulova
- Steven Powell
- Dwight Farmer
- James Keen
- Bruno Maestri
- Gregory Marston
- Peter Shutz

# Table of Contents



Director's Message .....	1
A New Era .....	2
Public Benefits .....	3
Rail .....	4
Transit .....	6
Transportation Demand Management .....	8
American Recovery and Reinvestment Act (ARRA) .....	9
Financial Results .....	10
Growth Areas for FY2010 .....	11
Contact Information .....	12
DRPT's Partners .....	13

# Director's Message



Welcome to the Virginia Department of Rail and Public Transportation's (DRPT) 2009 Biennial Report. DRPT is an executive branch agency within the Secretariat of Transportation, and we serve as the state agency for rail, transit and transportation

demand management (TDM). In this role, we work with other state transportation agencies to establish and maintain an efficient, multimodal transportation network for Virginia.

In addition to working with state agencies, DRPT works with a far reaching network of over 175 providers and planning organizations, including: 59 transit operators, 55 human service transportation providers, 18 TDM agencies, 11 freight railroads, two passenger rail operators, 14 Metropolitan Planning Organizations and 21 Planning District Commissions.

DRPT's programs deliver transportation choices that provide congestion relief, ensure the free flow of goods and enhance mobility for everyone.

Since our last report in 2007, we have completed or made significant progress on several key programs and projects, all with a focus on improving and expanding the current transportation system and planning for the future. DRPT has advanced major rail and transit initiatives in key corridors, improved transportation options for the elderly and disabled, and helped shape the future of transportation in Virginia through the development of statewide plans.

The DRPT 2009 Biennial Report provides an overview of the results achieved in FY2008 and FY2009, as well as a preview of new initiatives for the coming year.

*Charles M. Badger, Agency Director*



We're moving into a new era in transportation. Economic instability, international trade, fuel prices, highway congestion and climate change have led to greater demand for transportation choices and a shift in the dynamics of transportation planning.

## A New Era

In Virginia, our population is projected to increase 20 to 30 percent by 2025, freight rail shipping will more than double by 2035, and the Northern Virginia region alone is expected to add one million residents over the next 20 years. At the national level, spikes in gas prices, an increased focus on "going green" and a global economic recession are creating a renewed interest in cost effective transportation solutions and new opportunities for the expansion of rail, transit and TDM programs.

The American Recovery and Reinvestment Act (ARRA) of 2009 provided new federal support for transportation with \$8.4 billion in transit and \$9.3 billion in rail funding nationally to advance projects that will create jobs and increase access to transportation choices.

To take advantage of these opportunities, DRPT has drawn on strategic planning initiatives that have identified the most effective new transit, rail

and TDM options, determined the most efficient path to expand existing services and established a blueprint to guide future transportation investments. Advanced planning has allowed DRPT to capitalize on opportunities for federal funding and act quickly to implement transportation improvements.

We have focused on improvements in some of the most congested corridors in Virginia and in areas with limited access to transportation to produce significant public benefits for the investment of public dollars. This strategy will continue in FY2010 as we work to advance some of the largest rail and transit public and private partnership projects in Virginia history.

As we move into this new era in transportation, DRPT will continue to work with transportation partners throughout the Commonwealth to support our economy and provide more travel choices for Virginians.



Investments in rail and transit deliver public benefits through economic development, congestion relief and environmental benefits. Below are just a few examples of the types of benefits achieved through DRPT programs.

# Public Benefits



## Economic Benefits

- The availability of transit options can reduce the need for an additional car, saving the average family more than \$9,000 per year. (American Public Transportation Association [APTA])
- Without transit, traffic congestion costs would be 16 percent (or \$13.7 billion) higher than they are today. (Texas Transportation Institute)
- Every \$10 million in transit capital investment yields \$30 million in business sales, and every \$10 million in transit operating expenditures yields \$32 million in business sales. (Virginia Transit Association [VTA])
- In FY2008 and FY2009, DRPT's Rail Industrial Access programs supported 1,100 Virginia jobs and more than \$108 million in local economic investment.
- Phase 1 of the Dulles Corridor Metrorail Project is estimated to generate \$4.5 billion in economic impact over five years.

## Congestion Benefits

- At the national level, transit saved 646 million hours in travel time in 2009. (Texas Transportation Institute)
- If Metrorail did not exist, an additional 26 interstate highway lanes would be needed during rush hour in the Washington, D.C. area. (VTA)
- If every commuter in Hampton Roads would carpool or take the bus to work just once every two weeks, peak hour congestion problems in the area would disappear. (VTA)
- Virginia Railway Express carries a full highway lane's worth of passenger traffic along the congested I-66 and I-95 corridors.
- In FY2008 and FY2009, Rail Preservation programs removed the equivalent of more than 22,500 trucks from Virginia highways.

## Environmental Benefits

- Every person who chooses transit rather than driving alone can save up to 200 gallons of gas per year. (VTA)
- Each year, transit use in the U.S. saves 1.4 billion gallons of fuel, or almost four million gallons of fuel per day. (APTA)
- Each year, transit use saves the equivalent of 34 supertankers of oil, or a supertanker leaving the Middle East every 11 days. (APTA)
- The typical transit passenger consumes, on average, one half of the oil consumed by an automobile passenger. (APTA)
- The projects identified in the Statewide Rail Plan will save 210 million gallons of fuel and more than 507,000 tons of CO2 emissions a year.

In Virginia, freight and passenger rail service share the same tracks. This means that in order to keep goods and people moving by rail, and to accommodate the anticipated increase in demand for service, Virginia must improve and grow the existing rail system. A better rail system means that more goods can be shipped and more people can travel by rail, which saves time, saves money and helps the environment.

# Rail



## Expanding Service

In early 2009, the Commonwealth executed framework agreements with Norfolk Southern and CSX to guide the development of passenger and freight rail projects and services in key corridors. These agreements led the way to a final agreement with Amtrak to add **two new Amtrak routes** in Virginia between Richmond, Lynchburg and the Northeast Corridor. The new service marks the first time in history that Virginia has invested in Amtrak passenger rail operations, and the first major extension of Amtrak's Northeast Corridor into Virginia. The Lynchburg route will debut in October 2009, and the Richmond route will begin in December 2009.

In freight rail, DRPT partnered with APM Terminals Virginia to construct the **APM-MAERSK Terminal Rail Yard**, an on-dock rail yard in Portsmouth, Virginia, that will enable shippers to move 128,250 containers by rail each year.

## Improving Access

DRPT, working in cooperation with CSX, Virginia Railway Express, Amtrak and the Federal Railroad Administration, identified six improvement projects to increase passenger rail service and improve the reliability of existing service in the I-95 corridor from **Richmond to Washington, D.C.** DRPT has completed five of the six projects identified, and has initiated construction of the final project, which is scheduled to be complete in early 2010.

DRPT also worked to improve efficiency and increase capacity along key rail corridors in Virginia for faster freight rail shipping and more passenger rail service capacity.

- In the I-81/Route 460 corridor, the **Heartland Corridor Project** will cut 1.5 days of shipping time between the Port of Hampton Roads and the Midwest through tunnel clearances for double stack freight trains and an intermodal facility to transfer freight from trucks to rail. The Virginia tunnel clearances were completed in October 2008, and work continues on the Roanoke Region intermodal facility.

- In the I-95 corridor, the **National Gateway Project** will increase intermodal freight rail capacity through double stack trains and improve service reliability for trains along the corridor. The project will remove 130,000 trucks from the I-95 corridor.
- In the I-81 corridor, the **Crescent Corridor Project** will expand intermodal rail capacity to divert freight shipments from highways and improve rail service reliability, removing 1.6 million trucks from the I-81 corridor by 2035.

Over the past two years, DRPT has also worked closely with Virginia's nine **shortline railroads** to advance infrastructure improvements to increase the capacity and efficiency of these key partners in Virginia's rail network. DRPT has programmed \$7.84 million over the past two years through the Rail Preservation Program to advance shortline railroad improvements, and drafted a **Shortline Railroad Improvement Plan** with recommended improvements over the next 25 years.



## Rail Continued

### Planning for the Future

In December 2008, DRPT published the **Statewide Rail Plan** with a vision for rail transportation in Virginia and a strategy to achieve that vision. Also in December 2008, the **Statewide Rail Resource Allocation Plan** was published, which provided a funding strategy for the projects outlined in the Statewide Rail Plan. These two planning documents will help shape Virginia's rail development in coming years and support Virginia's eligibility for funding through the emerging federal program.

The Statewide Rail Plan identified several rail infrastructure improvements to accommodate an extension of **high speed rail** service into Virginia.

DRPT worked to advance those improvements and will seek federal funding through the ARRA program.

DRPT continued its work on the Tier II Environmental Impact Statement (EIS) for the **Southeast High Speed Rail Project** between Richmond and Raleigh, N.C. The study is a necessary step in the federal planning process for high speed rail and is anticipated to be complete in 2010.

DRPT also continued work on the **Richmond/Hampton Roads Passenger Rail Project** Draft EIS to evaluate five alternatives for passenger rail improvements between Richmond and Hampton

Roads. The study, which is anticipated to be complete in early 2010, will determine the route eligible for federal funding and enable the Commonwealth to increase passenger rail service options to one of the Virginia's largest population centers.

Our population has grown to the point where transit is necessary to maintain our way of life. If every Virginian traveled alone by car, our highways would be a virtual parking lot. During FY2008 and FY2009, DRPT worked with transit operators across the Commonwealth to enhance existing services, identify and advance new services, and plan for future system improvements.

# Transit



## Expanding Service

DRPT continued to provide project support for the **Dulles Corridor Metrorail Project**, led by the Metropolitan Washington Airports Authority. In March 2009, the project received a \$900 million Full Funding Grant Agreement from the Federal Transit Administration (FTA) for Phase 1 to extend service from the East Falls Church Metro Station westward through Tysons Corner to the Wiehle Avenue Station at the eastern edge of Reston. Construction began in March 2009 and revenue service is expected to begin in 2013.

DRPT also continued to provide project support during construction of **The Tide** in Norfolk. DRPT developed a State Safety Oversight Program which will help ensure efficient and safe delivery of major transit projects in Virginia. As the Commonwealth's first light rail system, DRPT helped develop the safety and security plan for The Tide, and provided on-site staff support during construction. Construction began in spring 2008, and has advanced to bridge construction and track work. The system is scheduled to begin operations in 2010.

## Improving Access

DRPT worked with **human service transportation** operators to address gaps in service and provide seamless transit choices for the elderly and disabled statewide. DRPT also launched a new Senior Transportation Program to help fund projects that improve mobility options for the elderly, one of the fastest growing demographics in Virginia.

DRPT funding and support enabled transit operators across the Commonwealth to open **new transit facilities and expand service**.

Some highlights include:

- Bay Transit, Blackstone Area Bus, STAR Transit and Virginia Regional Transit have started or completed construction of new facilities.
- Charlottesville Transit, Fairfax Connector, Greene County Transit, Hampton Roads Transit, Pulaski Area Transit, The Town of Orange, Town of Purcellville, Valley Connector, and Virginia Regional Transit have started new or expanded existing transit services.

To improve access to transit in areas currently without service, DRPT completed **transit feasibility studies** with the Towns of Ashland, Haymarket and Altavista, and initiated studies with the City of Radford/Radford University and the Town of Waynesboro to develop action plans for regional transit service.

One of the most notable opportunities to improve the current system came through the allocation of **ARRA funds**, which helped transit operators expand service through capital funding. DRPT received a total of \$30.5 million for rural and small urban transit capital investments statewide.



## Transit Continued

### Planning for the Future

DRPT completed or initiated work on several regional studies to evaluate potential transit improvements to increase mobility in some of the most congested corridors in Virginia.

- The **I-95/395 Transit/TDM Study**, completed in February 2008, identified potential improvements such as bus rapid transit (BRT), expanded commuter options and enhanced bus service to be funded through the I-95/I-395 HOV/Bus/HOT Lanes Project.
- To further develop the recommendations in the I-95/395 Transit TDM Study, DRPT began work in February 2009 on a **BRT Operational Analysis** for the corridor to evaluate potential routes, stops, costs and challenges for implementation. The evaluation is scheduled to be complete in fall 2009.

- In February 2009, DRPT began work on the **I-66 Transit/TDM Study**, which is evaluating potential improvements such as express bus, BRT and additional park-and-ride lots along the I-66 corridor inside and outside the Beltway. The study will be complete in November 2009.
- In spring 2009, DRPT, along with the Hampton Roads Metropolitan Planning Organization, completed work on the first phase of the **Hampton Roads Vision Plan** to establish a long-range vision for transit improvements in the region. Phase 2, which will delve deeper into recommended improvements, began in fall 2009.

DRPT also worked with local operators on **Transit Development Plans** to plan for service expansions over time. Work on plans for 10 operators was complete in June 2009 and final reports will be issued in summer 2009. Work on an additional 12 plans is scheduled to begin in fall 2009.

Information and strategies developed through these planning efforts will be incorporated into the **Statewide Transportation Plan**, which is currently under development, and into the Metropolitan Planning Organization planning process.

TDM programs support commuting options including transit, carpools, vanpools and telework. TDM also focuses on congestion management strategies during periods of major construction to keep people moving as efficiently as possible.

# Transportation Demand Management (TDM)



## Expanding Programs

DRPT worked with stakeholders to develop the TDM portion of the Northern Virginia **Transportation Management Plan**, which is designed to help alleviate congestion during construction of the Northern Virginia Megaprojects. Recommendations in the plan include transit, telework and ridesharing options for commuters, and DRPT has been working with regional businesses to implement the strategies in the plan.

The **Telework!VA program**, which provides incentives and information for companies interested in establishing or expanding telework programs for their employees, has nearly doubled the number of businesses involved since its inception in 2001. In June 2009, the program was nationally recognized for its success with the 2009 Telework Exchange, Tele-Vision Award for excellence in a State Government Telework Program.

## Improving Programs

In April 2009, DRPT published the results of the first statewide **State of the Commute Survey** which was conducted to gain information on commuting trends and attitudes in Virginia. The results provided valuable information on commuting trends and motivations that will be used to help shape TDM and transit programs to meet commuters' needs.

## Planning for the Future

To help advance developments in TDM programs across the Commonwealth, in April 2009, DRPT began work with local agencies to develop **TDM Long-Range Plans**, which will provide a blueprint for program expansion and enable DRPT to more accurately predict future TDM funding needs. Work on the plans is scheduled to be complete in February 2010.



# American Recovery and Reinvestment Act

In February 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA) of 2009. This historic bill provided billions in funding to stimulate economic growth and create jobs. The bill included \$8.4 billion in transit funding and \$9.3 billion in rail funding, as well as \$1.5 billion in discretionary funding to be used for projects that will have a significant impact on surface transportation.

Large urban transit operators in Virginia received a total of \$253.6 million directly from the FTA, and DRPT received \$30.5 million for rural and small urban operators. An initial allocation of \$17.3 million was approved in April 2009 for operators to purchase much needed capital equipment such as new and/or replacement vehicles. The remaining \$13.2 million

will be allocated in fall 2009 after a second application period to be held this summer.

## VA Large Urban Operator ARRA Funding

<b>WMATA</b>	<b>\$202 million</b>
<b>VRE</b>	<b>\$9.8 million</b>
<b>PRTC</b>	<b>\$3.9 million</b>
<b>GRTC</b>	<b>\$13.8 million</b>
<b>HRT</b>	<b>\$24.1 million</b>

Amtrak received \$1.3 billion directly through ARRA, and the Federal Railroad Administration (FRA) was charged with allocating the \$8 billion in rail funding available to states to be used to help advance high speed rail in America. This funding, as well as the \$5 billion included in the President's budget, is a starting point to advance passenger rail service, specifically high speed rail, and a new federal rail program.

DRPT will apply for federal funding to advance high speed rail in Virginia with connections to Amtrak's Northeast Corridor as well as the Southeast High Speed Rail Corridor.

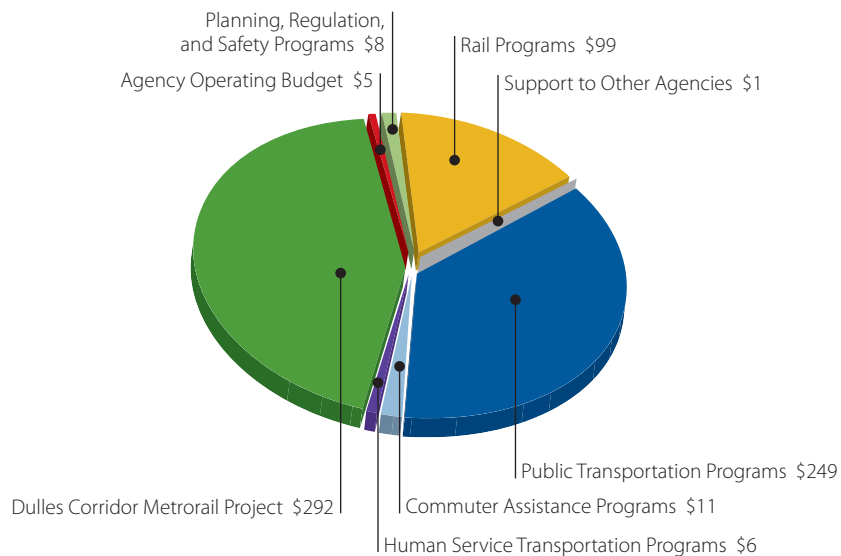
In FY2009, DRPT leveraged a budget of \$671 million to support rail, transit and TDM initiatives across the Commonwealth. The budget was expended through DRPT's eight service areas: public transportation programs; commuter assistance programs; rail assistance programs; human service transportation programs; the Dulles Corridor Metrorail Project; planning, regulation and safety programs; support to other agencies; and the agency operating budget.

## Financial Results

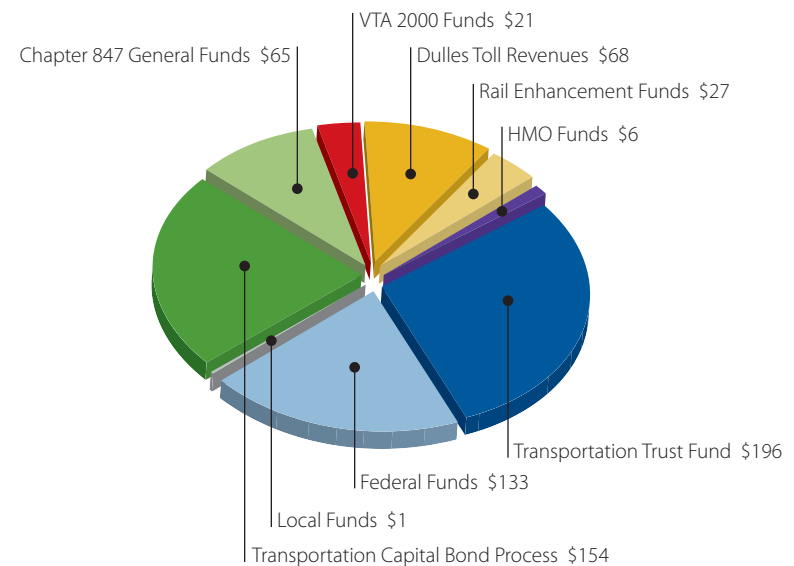


Below is the breakdown for the most recent fiscal year, FY2009.

**DRPT Budgeted Expenditures – FY2009**  
(\$ in millions)



**DRPT Funding Sources – FY2009**  
(\$ in millions)



DRPT has identified several areas for growth in the coming year and is moving into FY2010 with a strategic focus to help address some of the key issues facing transportation.

# Growth Areas for FY2010



## DRPT Will:

- Continue to support construction of **Phase 1 of the Dulles Corridor Metrorail Project** and preliminary engineering work on Phase 2, which will bring much needed congestion relief to one of Virginia's busiest employment centers, Tysons Corner, and bring Virginia a step closer to a Metrorail connection to Dulles International Airport.
- Support completion of **The Tide light rail system** in Norfolk, Virginia's first light rail system, to provide additional mobility in one of Virginia's key population centers — the Hampton Roads region.
- Implement **new Amtrak service** in the I-95 and I-81/Route 29 corridors as extensions of Amtrak's Northeast Corridor, which will improve transportation choices in several regions throughout the Commonwealth.
- Advance **freight and passenger rail capacity improvements** statewide to increase mobility, reduce highway congestion and strengthen Virginia's position as a key state for business.
- Advance **major transit initiatives** in the Northern Virginia, Richmond, Hampton Roads and Southwestern Virginia regions, some of the most congested and fastest growing regions in the Commonwealth.
- Expand **telework programs** to help employees and their employers save time and money while providing traffic congestion relief.

The DRPT biennial report is developed by the Virginia Department of Rail and Public Transportation in order to provide a summary of the previous two years' business activities and performance results. To learn more, contact DRPT using any of the following resources.

## Contact Information



### Contact DRPT

Visit: [drpt.virginia.gov](http://drpt.virginia.gov)  
Write: Public Affairs Office  
DRPT  
600 E. Main St. Suite 2102  
Richmond, VA 23219  
Phone: 804-786-4440  
Fax: 804-225-3752

### Other Useful Resources

Governor Timothy M. Kaine:  
[governor.virginia.gov](http://governor.virginia.gov)  
The Commonwealth of Virginia:  
[virginia.gov](http://virginia.gov)  
The Secretary of Transportation:  
[transportation.virginia.gov](http://transportation.virginia.gov)  
The Commonwealth Transportation Board:  
[ctb.virginia.gov](http://ctb.virginia.gov)  
The Rail Advisory Board:  
[drpt.virginia.gov/projects/ref](http://drpt.virginia.gov/projects/ref)  
National Transit Information:  
American Public Transportation Association:  
[apta.com](http://apta.com)  
Federal Transit Administration:  
[fta.dot.gov](http://fta.dot.gov)  
The Association of Virginia Transit Operators:  
Virginia Transit Association  
[vatransit.com](http://vatransit.com)

The association of Virginia rural and human service transit operators:  
Community Transportation Association of Virginia:  
[ctav.org](http://ctav.org)

Federal Railroad Administration:  
[fra.dot.gov](http://fra.dot.gov)

Intercity passenger rail information:  
[amtrak.com](http://amtrak.com)

The Association of Virginia Shortline Railroads:  
Virginia Railroad Association  
[varail.com](http://varail.com)

Virginia Railway Express commuter rail information:  
[vre.org](http://vre.org)

Norfolk Southern freight rail information:  
[nscorp.com](http://nscorp.com)

CSX freight rail information:  
[csx.com](http://csx.com)

# DRPT's Partners



- A Grace Place Adult Care Center
- Alexandria Local Motion
- Alexandria Transit Company – DASH
- American Red Cross
- Amtrak
- Arc of the Virginia Peninsula
- Arlington County
- Arlington County Commuter Assistance Program
- Arlington Transportation Partners
- Bay Aging
- Bay Aging/Colonial Beach Transit
- Bay Aging/New Kent/Charles City
- Bay Coast Railway
- Beth Shalom Home
- Blacksburg Transit
- Blackstone Area Bus
- Blackstone Area Bus/Brunswick Express
- Blackstone Area Bus/Dinwiddie County
- Blackstone Area Bus/Piedmont Area Transit
- Blackstone Area Bus/Town and County Transit
- Blue Ridge Opportunity Services
- Bon Secours Senior Health
- Buckingham Branch Railroad
- Central Virginia Area Agency on Aging
- Charlottesville Transit Service
- Chesapeake Albemarle Railroad
- Chesapeake Service System
- Chesapeake Western Railroad
- Chesterfield Community Services Board
- City of Alexandria – King Street Trolley
- City of Bristol Transit
- City of Fairfax – CUE
- Commonwealth Railway, Inc.
- Crater District Area Agency on Aging
- Crossroads Community Services
- CSX
- Daily Planet
- Danville City's Parks, Recreation and Tourism: Stonewall Therapeutic Recreation Center
- Danville Transit System
- District Three Public Transit
- Dulles Area Transportation Association
- Eastern Shore Community Services Board
- ECHO
- ElderHomes
- Endependence Center
- ESAAA/CAA
- Fairfax County – Connector
- Fairfax County RideSources
- Farmville Area Bus
- FRED – Caroline County
- FRED – King George County
- Fredericksburg Regional Transit
- Friendship Industries
- Four County Transit
- George Washington Regional Commission RideConnect
- Goodwill Industries of the Valleys
- Goochland Free Clinic and Family Services
- Grafton
- Greater Lynchburg Transit Company
- Greater Roanoke Transit Company
- Greene County Transit
- GRTC Transit System
- Hampton Roads Transit
- Harrisonburg Transit
- Historic Triangle Senior Center
- Hope House Foundation
- JAUNT
- JAUNT Buckingham
- Jewish Community Center of Northern Virginia
- Junction Center for Independent Living
- Lake Area Bus/Halifax Area Rural Transit
- Lake Country Area Agency on Aging
- Loudoun County Office of Transportation Services
- Loudoun County Transit
- Metropolitan Washington Council of Governments
- Middle Peninsula Rideshare
- Mount Rogers Community Services Board
- Mountain Empire Older Citizens
- New River Valley Community Services
- Norfolk Portsmouth Belt Line
- Norfolk Southern
- Northern Neck Rideshare
- Northwestern Community Services
- Peninsula Agency on Aging
- Petersburg Area Transit
- Piedmont Community Services
- Pleasant View
- PRTC
- Pulaski Area Transit
- RADAR/Covington & Clifton Forge
- RADAR/Martinsville/Henry County
- RADAR/Roanoke
- Rappahannock Area Community Services Board
- Rappahannock-Rapidan Commuter Services
- Rappahannock-Rapidan CSB-AAA
- Richmond Community Action Program
- Ridefinders
- RideShare
- Ride Solutions
- Rockbridge Area CSB
- Rockbridge Area Occupational Center
- Rockbridge Area Transportation System
- Senior Services
- Shenandoah Valley Railroad
- Shen-Paco Industries
- Shenandoah Area Agency on Aging
- Southern Area Agency on Aging
- Southside Community Services Board
- STAR Transit
- Stepping Stones
- STEPS
- St. Joseph's Villa
- Sussex-Greenville-Emporia Adult Activity Services
- Traffix
- The Arc of Central Virginia
- The Arc of Greater Prince William
- The Arc of Harrisonburg/Rockingham
- Town of Bluefield-Graham Transit
- Town of Chincoteague
- Valley Commuter Assistance Program
- Valley Program for Aging Services
- Vector Industries
- Virginia Railway Express
- Virginia Regional Transit – CATS
- Virginia Regional Transit – City of Staunton
- Virginia Regional Transit – Clarke County
- Virginia Regional Transit – Culpeper County
- Virginia Regional Transit – Fauquier/Warrenton
- Virginia Regional Transit – Loudoun
- Virginia Regional Transit – Page County
- Virginia Regional Transit – Shenandoah Blue Ridge Service
- Virginia Regional Transit – Town of Culpeper
- Virginia Regional Transit – Town of Front Royal
- Virginia Regional Transit – Town of Orange
- Virginia Regional Transit – Purcellville
- Virginia Southern Railroad
- Washington Metropolitan Area Transit Authority
- Western Tidewater Community Service Board
- Williamsburg Area Transit Authority
- Winchester Transit

